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Vol. 41 No. 29

Yokota Air Base, Japan

July 28, 2000

Bolden departs

By Staff Sgt. Cindy Maier

Air Force Print News

Maj. Gen. Charles F. Bolden Jr., the former deputy commander of United States Forces Japan, departs Yokota this week to become the commanding general of the 3rd Marine Aircraft Wing at Marine Corps Air Station Miramar, in San Diego, Calif.

During his two-year stint at Yokota, General Bolden was instrumental in furthering US-Japan defense cooperation. He made significant contributions to the security of the United States, Japan and the East-Asia region.

He also oversaw the coordination and execution of a string of agreements between the United States and Japan, including labor cost sharing. Through this particular agreement, six major labor cost sharing efforts, totaling more than \$1 billion in host nation monies, were created to benefit USFJ assets.

With these and countless other initiatives, General Bolden fostered a professional and important relationship with the government of Japan throughout his Yokota tenure.

In addition to the many work-related things the general had a hand in, he also spent a great deal of time making a difference with the youth of the community. His own successes, including the time he spent as an astronaut, were inspirational to many U.S. and Japanese schools and youth organizations in and around Japan.

As he departs, Brig. Gen. Gary H. Hughey is his successor. General Hughey hails from Okinawa where he was the commanding general of Marine Corps Base Camp Butler and the deputy commander of Marine Corps Bases, Japan.

News Short

Friendship Festival

Yokota's 50th Annual Friendship Festival is slated for Aug. 12 & 13 with gates open to the general public from 9 a.m. to 9 p.m. both days.

Entertainment featured during the festival will consist of bands from around Japan. Japanese Pop music, Rock and Roll, Rhythm and Blues, Country and Japanese Drums are just some of the different kinds of music played.

Sunday's events will begin with a 5-mile Flightline Fun Run. Participants are asked to assemble at Wilkins Field at 9 a.m.

The Tokyo Sports Car Club will keep visitors busy with racing demonstrations both days.

Numerous private organizations will provide a variety of special dishes from around the world. Our Japanese guests have the opportunity to buy these various dishes, however, the food and drink must be consumed while on Yokota.



The Kanto Express shuttle bus will continue its route during the festival along with a shuttle service from the East Side of Yokota to the festival area.

A special Friendship Festival supplement with event times and locations will be in the Aug. 11 issue of the *Fuji Flyer*.

Long journey home



photo by Capt. John Sheets

July 22, during a repatriation ceremony, United Nations Honor Guard members unload 12 flag-draped caskets from a C-17 transport. The remains contained within are believed to be of U.S. servicemembers missing since the Korean War.

Yokota hosts repatriation ceremony for unknown soldiers

YOKOTA AIR BASE, Japan—United Nations Honor Guard members slowly carried 12, flag-covered caskets into Hangar 15, July 22, to repatriate the remains of what are believed to be U.S. servicemembers missing in action since the Korean War.

An aircrew from McChord Air Force Base, Wash. flew into Pyongyang, North Korea, Saturday to pick up the remains and U.S. Central Identification Laboratory team members and fly them to here for a repatriation ceremony.

A joint U.S.-North Korean team had been conducting recovery operations 60 miles north of Pyongyang, in Unsan and Kujang counties since June 25. These regions included areas where the U.S. Army's 1st Cavalry Division and 2nd and 25th Infantry Divisions fought in battles with Communist Chinese forces in November 1950 and offered the greatest potential for remains recoveries.

This is the largest number of remains any team has found during a recovery operation since 1998 when a team located nine sets of remains. The environment in which recovery teams work can be different each time. "The last returns that were done were done in bad weather," said Lt. Col. Dan Baughman of the Defense POW/Missing Personnel Office. "You have fewer days where you can actually do 'good' operations when it gets in late October or

very early November. Some of the summer months you have fewer days because of heavy monsoon."

Host country assistance is also important to how well a recovery team will do. "I think the host country tries pretty hard to go out and help us find where these individuals are and there's a cooperative effort out there," Baughman said. "We take the historical record, we tell them where we want to go on a ridgeline—where we know there's lost—and they make an effort to try and get us out there to speak to witnesses."

These particular remains were discovered while the North Koreans were performing land reclamation projects—rerouting the soil and digging canals to irrigate rice paddies. When the remains were found, they left them as they were and brought the recovery team there for the first operation.

"We're implementing U.S. national policy to find everyone that we can from previous wars," said Baughman. This recovery operation is the first of five scheduled for this year. Between 1996 and 1999, 12 other operations were conducted, recovering the remains believed to be those of 42 American soldiers. So far, five have been positively identified, with approximately 10 others in the final stages of identification.

"Our office deals with the families of the missing directly," said Baughman. "We see first hand the frustration they have and the longing and need for closure. When we make a recovery like this, we know that it's going to cause closure for someone."

Following the ceremony the remains were transported to the U.S. Army Central Identification Laboratory in Honolulu, Hawaii, for positive identification.

36 AS aircrew locates fishermen adrift at sea

By Staff Sgt. Jeff Loftin
374th Airlift Wing Public Affairs

“Dead in the water” was how a C-130 crewmember described the fate of a 70-foot fishing boat adrift in the Pacific. The boat’s eight-member crew sat helpless against the mighty ocean current. Only God knew how long they would drift or where they would end up.

A C-130 from Yokota, which normally carries supplies to islands in the Pacific, airlifted a new commodity July 17 — hope to that boat’s crew.

Their role started quite by accident. The aircraft’s navigator just happened to hear the Coast Guard needed their help in locating a lost ship. He called the aircraft commander who started coordinating a search and rescue mission. The 36th Airlift Squadron aircraft had been delivering supplies to Micronesian islands for a week and had planned to leave Guam for Yokota. But plans changed when the commander heard about the boat in trouble. He got permission for the mission and called the crew in early to prepare.

“The rescue center in Hawaii picked up a distress signal from this boat – a beacon that is picked up by satellite,” said Capt. Steven Sims, the aircraft commander. “We were told this type of beacon is very accurate with an official tolerance of five nautical miles.”

It wasn’t long before they were in the air en route to the coordinates to look for the *Molkil*, a Taiwan-registered fishing vessel that had operated out of Pohnpei. Concerned the boat’s crew may be in the water, Sims borrowed a 15-man life raft from HC-5, a Navy helicopter rescue unit on Guam. Sims was also given beacons to drop at either end of the wreckage if it had sunk.

After four flying hours, they got to the coordinates as the sun was beginning to set, but the boat wasn’t there. Luckily, the navigator had come up with a search pattern on the way and they started using it immediately.

“We started our search about 5:10 p.m. Guam time,” said Capt. Jonathan Steckbeck, the navigator. “Right off

“It was definitely a challenging mission. One of the most challenging I think any of us have ever had,”

—Capt. Steven Sims
Aircraft commander

the bat the co-pilot thought he saw something off the right hand side of the airplane. Something splashing. We all got real excited about this. When we came back around it turned out to be a school of dolphins.”

Not wanting to miss anything, they started the search over and everyone in the aircraft scanned the waters for the *Molkil*. Since it was getting dark Steckbeck started looking for it on radar.

“Our radar is not designed to pick out boats in the water,” he said. “But under the conditions I thought it was a chance. Generally we use the radar to show us towns and weather systems, not things that have the resolution of a 20 by 70-foot square. I started tweaking it. There was lots of static and what appeared to be noise on it. I noticed a piece of static that appeared in the same spot each time. We would turn and as we turned it’s relative position changed accordingly. So, I immediately told the pilot fly this heading. It broke us off the search pattern again, but I got really lucky.

“It would have taken us quite some time to get there if we had continued our search,” he said. “When we got three miles from it, the co-pilot picked it up. The next thing you know flares were going off. It was pretty exciting for us. When we flew over they were waving black flags on the end of poles they had rigged up. I marked the position of the boat in the on-board computers. We then tried to make contact on all kinds of different frequencies.”

Having no luck, the crew decided to drop one of their survival radios to the stranded vessel.

“We set up the radio so all they had to do is push the button and talk,” said Sims. “The crew taped it up to two of those passenger life vests – just like the ones the airlines use. They inflated them, tied the radio onto it and taped it down. They tied chem sticks to it, opened the sea dye markers and tried to activate the blinking lights on it to make sure the crew saw it when it left the aircraft. They decided it probably wasn’t heavy enough and filled one of the bladders with water.”

It was getting dark. Inside the aircraft things were chaotic as the crew ran multiple checklists and configured the plane for the drop.

“We lined up into the wind so we didn’t have to worry about the wind carrying it away from the boat,” said Sims. “Our plan was to aim for the boat, but the chances of that happening are really, really slim. As far as accuracy is concerned the standard for a decent drop is about 100 yards from our target.”

At this angle the radar couldn’t pick up the ship and its drifting made the coordinates from before inaccurate.

“We were having trouble seeing the boat on the run in,” he said. “We were hoping they would flash their flashlights and every once in a while they did. That’s how we got a good fix on them.”

On the navigator’s signal the loadmaster dropped the radio and to everyone’s surprise it not only hit the ship, it stayed on.

“People really don’t understand the kind of luck and skill that was involved in something like that,” said Steckbeck. “We’re about 500 feet above the vessel. The airspeed was roughly 140 miles per hour. You’re going about 75 yards per second over the ground. You’re trying to lob this thing out of something going that fast, account for human reaction time and everything else, and hit a target that is 70 feet long by 20 feet wide. That was really exciting for us. We’re like holy cow! I can’t believe it!”

It took a while for the *Molkil* crew to respond to the aircraft’s transmissions. When they did the crew learned everyone was on board. The boat’s engines had quit, they lost auxiliary power and the batteries had run down. That’s why they couldn’t communicate.

After forwarding its position to the rescue center, the C-130 crew found the rescue vessel and directed it to the *Molkil*. They stayed in the area until the ship could see and signal the drifting boat.

“If we had left, with the drift, they (the rescue ship) still might not have ever found them,” said Sims.

But, staying there meant the crew had to work together to conserve fuel and find another place to land. Guam was now too far away. PACAF got permission to land on Kosrae. When they got there weather caused them to make another pass at the short-field landing. The crew had been in the air for nine and a half hours.

“It was definitely a challenging mission,” said Sims, “one of the most challenging I think any of us have ever done. Plus it was my first mission as aircraft commander. But, I had all these guys backing me up.

“I had a co-pilot that was working the radios constantly in touch with three different agencies at the same time,” he said. “Our engineer was constantly monitoring our engines and fuel performance and keeping us safe visually. There were a few times we got a little low and he caught it. The loadmaster was in back getting ready to drop this or that at a moment’s notice. Even the maintenance personnel on board were a great asset helping the loadmaster and acting as spotters. Every single person on that airplane was part of the team and helped.”

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UH-1s in the air after short downtime

By Staff Sgt. Jeff Loftin
374th Airlift Wing Public Affairs

Three of Yokota’s four helicopters are back in the air after a manufacturing flaw temporarily grounded them recently.

The Air Force grounded all its UH-1N’s June 20 after Bell Helicopter became aware of a defect in the mast that connects the transmission to the main rotor.

“I’ve been flying these helicopters for 18 years,” said Lt. Col. Harry Leach, 459th Airlift Squadron commander. “They started flying in 1969. This problem probably existed back then. A manufacturing defect is a manufacturing defect.”

The company sent representatives to each base operating the helicopters to inspect the masts.

“The inspection involved observing the interior junctions where sections of the mast are joined together,” said Leach. “Where there normally would be a smooth, rounded edge at the junction, defective masts revealed sharp angles or rough burrs. These defects have the potential to become a focal point of stress in the material, possibly leading to material failure and the mast breaking.”

If this happened the colonel said a pi-

lot would be “out of options.” However, he had no verifiable information about any failure of a mast leading to this inspection.

The inspection was done at Yokota July 4 and 5. All four of the masts that were installed on 459th helicopters did not meet the inspection criteria. The squadron had a spare mast that did pass. So the 459th quickly installed it and returned one helicopter to flight status the next day.

After Bell finished inspecting all Air Force UH-1N helicopters and spare masts, they presented it with a summary of several years of study and information about potential mast problems. Bell recommended the Air Force return some masts to flight status using a service life adjustment formula, even though they did not pass the inspection.

The Air Force reviewed the information and found that Bell had used “a very conservative approach” in determining the service life of mast assemblies with these defects. The Air Force then directed its units to calculate the remaining adjusted service life of the masts they had using this formula. The masts with remaining life had to be inspected by Non-Destructive Inspection to verify the absence of cracks before being returned to service. These masts were

then given appropriately reduced service lives.

“By the time all of this came about, the 459th had already processed and shipped one of the masts that would have had hours remaining under the formula,” said Leach. “Two of the three remaining masts still have hours left under the formula and have passed the NDI.

“Today, I’ve got three good helicopters and I’ve confirmed a mast shipped from the states,” he said. “So instead of being completely grounded until November, which was the first rumor, we now have three we can fly.”

The unit expects a new mast to be shipped to it in November from the Air Force supply system. As other units complete the calculations and inspections, the 459th will explore the possibility of getting a spare mast from one of them to return their fourth helicopter to service until the one ordered comes in.

“To me, as a helicopter pilot, I think this is a good news story because the system is working,” said Leach. “We’ve been flying these for a long time with no problems. Like just about everything else we have in the military, the design safety factor is adequate.”



Photo by Capt. John Sheets

Three of Yokota’s four UH-1Ns return to flight after a safety standdown. The Air Force grounded all its UH-1N’s after Bell Helicopter became aware of a defect in the mast that connects the transmission to the main rotor.

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Commander's Viewpoint

“Mayors and “Senior Occupants” They’re Here to Make Yokota’s Community Living better!

By Col. Mark Zamzow
374th Airlift Wing commander

We’re fortunate here at Yokota to have one of the premier family housing situations in the Pacific—superb facilities, great civil engineering support, and relatively “short” waiting lists for that move into quarters!

Well, it’s going to get even better as we revamp the existing Senior Occupant Program into one that includes “Mayors” as well as “Senior Occupants.” They will help us attain the wing’s goal of sustaining the best housing environment possible through:

- Positive occupant leadership and interaction with the residents, and
- Effective liaison with the base leadership and our housing office.

Who are these folks and what do they do? Let me tell you!

There are 33 recently designated “**Mayors**” here at Yokota. They are the senior ranking military member living within a *large* grouping of family quarters. Each grouping of 50-80 family quarters, about 14-16 garden complexes, has one mayor and every tower has one mayor. Each mayor also has an alternate who is the next senior ranking military member.

There are also 171 “**Senior Occupants**” on our base. They are the senior ranking military members living within *small* groupings of family quarters. Every 10-12 units, 2 or 3 garden complexes, has one senior occupant and every tower has a senior occupant for each floor. Each senior occupant also has an alternate who is the next senior ranking military member.

So, when you wrap this all together, each

mayor has about 9 or 10 senior occupants that he or she works with. In a broad sense, the mayor is the person who attends periodic meetings hosted by the housing office and then pass relevant information to their respective senior occupants.

If you’re wondering about the unaccompanied housing aspect of this, they already have a similar program with using senior occupant floor chief’s and our full time unaccompanied housing managers. That program remains unchanged.

We are doing this to provide a community involvement system which promotes a safe, friendly, comfortable home environment through:

- Neighbors working together while sharing information and easily resolving disputes.
- Residents creating an atmosphere that fosters good communication with each other, the housing office, and senior leadership.
- Residents involvement in community self-help projects and enhancement of housing area appearances.

We’re also recognizing this as a critical tool to help eliminate problems that arise in small pockets of our community like graffiti, vandalism, disrespect toward others, littering, juvenile misconduct, etc. Yes, neighbors who know each other, have a support system, and communicate with one another can tremendously improve their neighborhood culture while teaming to rid ourselves of these “blemishes.”

Now, what do these mayors and senior occupants do? They generate a strong neighborhood spirit by:

- Leading by example (being a good neighbor)
- Communicating relevant information and Air Force Housing Standards
- Welcoming newcomers
- Lending a helping hand
- Fostering good community living
- Promoting family interaction

- Being a “first step” for resolving issues
- Serving as the spokesperson for appropriate areas
- And by doing whatever else they think can help generate a safe, friendly, and comfortable “home” environment!

We do not want the mayors and senior occupants or floor chief’s to be the “bad guys,” “enforcers” or “policemen.” That is the job for security forces, civil engineers, and unit commanders. Residents should continue to call the appropriate authorities.

We do want them to facilitate a healthy interaction between residents and promote a culture of “good” community living through teamwork, communication, and cooperation!

The Mayor and Senior Occupant Program will soon be in full swing. Myself, Support Group Commander Col. Cherie Zadlo, and the Civil Engineer Squadron Commander Lt. Col. John Ahern, have already spoken to the mayors or their alternates about this program. We’re off to a great start to improve residential life here.

If you don’t already know who your mayor and senior occupant are, you will by the end of August. The housing office will remain the primary focal point for the program, and is providing resident rosters and other relevant housing and community information for use by the mayors and senior occupants as they spread the word to their families regarding our community.

We ask everyone to work with their Mayors and Senior Occupants as they strive to make the Yokota community even stronger. The “neighborly, small town hospitality” can become a reality with your support! Let’s all work together to make this a successful happening.

If you have any suggestions to make community life better at Yokota, let your Mayor and/or Senior Occupant know, or contact me through my Commanders Action Line at 225-TEAM or action.lines@yokota.af.mil.

Action Line

The Action Line is your direct line to Col. Mark Zamzow, 374th Airlift Wing commander.

Use the Action Line if you have questions or comments about Yokota, which couldn’t be resolved by your chain of command. When you call, leave your name and phone number so you can be reached if more information is needed.

Your identity won’t be released to the public. Subjects affecting the base population will be published in the Fuji Flyer.



Col. Mark Zamzow
374th Airlift Wing commander

225-TEAM or action.lines@yokota.af.mil

Unforgiving grate

Q. I recently moved into Tower 4305. The road that runs between the tower and the East Elementary School has a metal grate that I assume is for water run off. The problem stems from the grate being extremely loose and when ever a car drives over it I can hear the loud clang on the eighth floor — with the windows closed. I would appreciate anything that could be done to fix it.

A. Thank you for bring this to our

attention. It is through community involvement such as yours that we are able to provide a better living environment for everyone. We’ve installed a quarter-inch rubberized expansion buffer under the entire lengths of the grate to muffle the noise. We tested the fix by walking, jumping and driving over the grate, and I’m happy to report the fix worked. If you, or any one else reading this column notice other areas where we can help improve the Yokota community, please don’t hesitate to bring it to our attention.

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DEADLINE

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Yokota’s DUI Program

Units having DUI arrests (July 19 - July 25)

None

“DUI/DWI Free” streak: 25 days (as of July 25)



Yokota’s punishments for drinking and driving:

.05-.07 BAC = 14 days walking and 6 points

.08-.09 BAC = 90 days walking and 6 points

.10 and above = 365 days walking and 6 points

DUI running totals: July — 1; year to date — 34

Call 225-RIDE

Commander's Viewpoint

Helping clean-up those spider webs

The Web of Command — a great tool to empower functional managers, but not in every case

By Col. Curtis Ross
374th Operations Group commander

Everyone in the military is aware of the chain of command. We write it down in wire diagrams to make sure everyone knows exactly who they work for and who they are responsible for. We teach it to our youngest troops at Basic Military Training School or Officer Training School and tell them how important it is to use it. It gives us a formal mechanism for exercising command and control of our forces. But how many of you have heard of the Web of Command?

You would never intentionally go around your chain of command just to make your job easier. Even the thought of a staff sergeant tasking a Lt. Col. makes you feel uncomfortable. The Chain of Command would never allow it—but Web of Command does! All too often we send out taskers, prioritize resources, deploy people and make career decisions through the Web of Command. So what is it?

Commanders can't be everywhere at once or make every decision. So we capture those recurring decisions into a written form for easy reference so mid-level leaders like section supervisors can implement the decisions without a general officer looking over their shoulder. So far, so good. But eventually the written guidance starts to get to the level that says the people in other squadrons doing their jobs must get inspected, provide reports or otherwise take actions. As long as all these requirements are worked through their chain of command, no problem. But what happens when a functional (or anyone else) sends a tasker directly to his counterpart within another squadron. You have just spun the first strand on the Web of Command!

The squadron member has just been "directed" by his functional to provide him with a response by COB tomorrow

and neither his immediate supervisor nor his squadron commander know anything about it. The functional has just "reprioritized" a valuable squadron resource—manpower.

Well, the individual should backbrief his chain of command. That would solve the problem, right? Wrong! You are placing the individual in the position of trying to serve two bosses. I can't tell you how devastating to the chain of command it is when a functional tells a member of your squadron "Your boss doesn't know what he's talking about. I'm the OPR for this and I say do it this way." It undermines the authority of every commander in the Air Force and it happens all too often. You can prevent this discussion by using the chain of command.

Ok then, what if you send the tasker directly to the squadron commander? Then you have just added yet another strand to the web! That's where you have staff sergeants reading Air Force Instructions and demanding squadron commanders provide them with certain data or reports "within 10 days."

It is totally inappropriate for any subordinate to task a superior. But wait, this is a tasker from the AFI not the poor staff sergeant.

True enough. The original requirement might have come from a source that does in fact have authority to task the squadron commander. But the squadron commander deserves to have the tasker come to him from at least another squadron commander.

This not only preserves the chain of command but allows the tasking squadron commander the opportunity to ensure the request is appropriate, the suspense is mindful of the other requirements the squadrons have, and to consider if there is another method of completing the task without passing the requirement on to someone else. In other words, it keeps the tasking squadron commander in the loop as well.

So what about the decisions that affect someone's career? Never happens you say. When was the last time you heard a functional manager on a base state that he decided where and how his

people were distributed? It is the squadron commander's primary responsibility to take care of his or her people. That is one of the pillars of command.

Unfortunately, the Web of Command tries to take that decision away from the commander.

Frequently commanders are presented with a "fait accompli," in other words — a done deal — regarding a reshuffle of individuals within a particular career field.

There is a role for both the commander and the functional manager but ultimately the responsibility must always remain with the commander. If the process diminishes the importance of the commander's role in this most central aspect of command then we have now added the spider to the web.

How can you help to clear out the cobwebs?

First, use your chain of command. It has worked for centuries and it still works today. If in doubt on whether you should send a tasker out, take it up your chain of command and let your bosses have a shot at some of those cobwebs.

Who has the authority to task you directly? Only someone in your chain of command, right? So before you task someone, ask yourself "does this person work for me"? If the answer is no then you do not have the authority to task them directly, only their supervisor does. So, if they are not in your chain of command, how do you send your tasker? Through their chain of command; starting with the commander. That is the correct entry point for any taskers into a squadron. It is the only way a commander can stay informed on what the people in his organization are doing. And the only correct way to send that task to a squadron commander is from someone in his chain of command or from another squadron commander.

I try to never task anyone other than the commanders in the squadrons in my own group. I want to give them the support of the chain of command.

If I won't task a senior airman, master sergeant or captain in my group without going through his or her commander, why should you?

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Movie schedule

Today – *Held Up* , PG, 6:30 p.m.; *Perfect Storm*, PG, 9 p.m.
Saturday – *Held up*, PG, 6:30 p.m.; *Perfect Storm*, PG, 9 p.m.
Sunday – *The Kid*, PG, 2 p.m.; *Perfect Storm*, PG, 7 p.m.
Monday – *Perfect Storm*, PG, 7 p.m.
Tuesday – *The Kid*, PG, 7 p.m.
Wednesday – *The Kid*, PG, 7 p.m.
Thursday – *X-Men*, PG, 7 p.m.

Theater closure

The theater will be closed Aug. 18 through Sept. 15 for removal of chairs and installation of new ones.

Road closures

McGuire Avenue will be closed from Bldg. 910 to the fuels yard gate beginning Tuesday through Aug. 10 to replace existing asphalt surfacing and alteration to road curvature. Detour signs will be posted during the closure.
Airlift Avenue Near Bldg. 10, will be closed through Aug.10 all day.
Metzger Street in front of Bldg. 1591 will be closed through Aug. 11 to repair high temperature hot water leaks. Access to the front entrance of the Youth Center can be made from the road on the north side of the building. Motorists should be advised that inclement weather may extend the construction dates.
For more information, call 225-7440.

Sale

Defense Reutilization Marketing Office at Sagami will host its next local sealed bid sale Thursday. A variety of miscellaneous

items will be offered: Furniture, clothing & individual equipment, laptops, tape recorders, electrical & electronic components, conveyers, cable, trailers, forklift and scrap etc. For more information, call 268-4508/4148.

Class Instructors

The Yujo Community Center is looking for instructors to teach classes in the new facility. These include: Adult piano, adult dance (i.e. Swing, Jazz, Tap, Ballet, etc.) Mommy and me dance classes, Adult guitar, Adult and youth tennis lessons, Photography, Adult and youth watercolor and oil classes, and English as a second language. For more information, call 225-7713 or 225-7553.

Vehicle registration

Sponsors are only authorized to register one car per licensed driver. This is limited to two cars per household. Any additional vehicle, like those for dependents of driving age, will require a waver. For more information, call 225-8932.

College overseas

The Olmstead scholar program provides the opportunity to attend college overseas to learn the histories of that country as well as learn the language of that country, and the social, economics, and cultural characteristics. For more information, call 225-9913.

Job opening

The Air Force Personnel Center Chief’s group, in conjunction with USSTRATCOM, is seeking volunteers for the Command Chief Master Sergeant , USSTRATCOM position at Offutt Air Force Base, Neb. reporting no later than Sept. 30. For more

information, call 225-9913.

Parenting

Common sense teen parenting at the Family Advocacy Yamato Tower. Class began Tuesday through Aug. 22 (five sessions) from 5:30 to 7:30 p.m. For more information, call 225-3648.

School Closure

The West Elementary will be closed Monday through Aug. 4 due to TDY. School reopens Aug. 4 at 7 a.m. Normal duty hours are Monday through Friday, 7 a.m. until 4 p.m. For more information, call 225-7611.

Festival volunteers

Bilingual volunteers for this year’s Friendship Festival are being sought by the Family Support Center. The festival is being held Aug. 12 and 13. Japanese-English speakers are encouraged to volunteer as translators and information booth representatives. For more information, call the FSC at 225-8725.

GSA E-catalog

The General Service Administration has gone on-line this month with its new E-Catalog demonstrating its commitment to the supply partnership with the Department of Defense in the Pacific. This new catalog allows users to shop on-line for the latest office supplies, machines, cleaning products, tools etc.

MTI team visit

The 737th Military Training Instructor recruiting team will be here Aug. 7 to give

a briefing to Yokota at 9 a.m. in Bldg. 316 in rooms 232, 233. Senior Airmen who will commit to a second term through Master Sergeant with less than 16 years total active service are eligible to apply. Even if not currently eligible, an Airman can attend the briefing to find out about the challenges of MTI duty. Spouses are also encouraged to attend.

Teen summit

The Family Outreach Program and Teen Center are holding a Teen Summit from 6 to 9 p.m. Sept. 15 at the Teen Center. The summit will deal with real life situations that teens are faced with on a daily basis. Topics will include drugs and alcohol, gangs and violence as well as relationships and sex. A guest speaker will also discuss peer pressure. In addition, the newly formed teenline date for operation will be announced. For more information, call the Teen Center at 225-6793.

Modeling fair

The Yujo Community Center will host K & M , a Tokyo modeling agency, Saturday from 1 to 4 p.m.

Tama Hills Inagi Festival

This a joint festival with Inagi City Hall and Tama Hills Recreation Area. It includes a Japanese amateur band contest, food, beverages, and kids’ inflatables. Festival takes place Aug. 20 starting at noon.

Pen pals

The Teen Center is in need of pen pals for incoming teens. Teens must be 13-18 years old and from Yokota. For more information, call 225-6793.

Advertisement

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LOST

Camera — black, in gray case, last seen near school playground on East side. 227-3751.(1)

Lost Keys — Near Bldg. 316 around June 20. 4 keys, with Hard Rock Cafe, Yokohama keychain. 227-5019.(2)

Camera — Yashica Zoomate 140, inside Main Exchange near shoe department. 227-4334.(2)

PETS

Cats — Orange tabby cats, male neutered, shots, microchipped, all equipment included, would like to keep them together, but will negotiate. 227-9636.(1)

Cat — Free to a good home, male, declawed, microchipped, fixed, all shots are current, very loveable “Lap” cat is great with kids, two years old. 227-8476.(1)

Hamster — Free, 2-4 months old, dark gray, cute, please bring your own cage or box. 225-3805 or 090-9399-3950.(1)

Cats — Free to a good home, one male and one female with all shots and neutered. very affectionate and loving, some accessories included. 227-3174.(1)

Cats — Female, white with gray spots; male, gray with stripes, includes cat box. Free to a good home, both fixed, playful and very affectionate. 227-9351.(1)

FREE

Lawnmower — Needs work. 227-4259.(1)

HELP WANTED

Band player — Teenage band looking for a serious bass player that can practice 4-7 p.m. on Saturdays and Sundays. 227-9638.(1)

JBL speaker demonstrator — Position available, good compensation and flexible hours. (098)936-5758 or email kupiec@iiokinawa.ne.jp.(1)

WANTED

Tokyo International School Teacher — For kindergarten and second grade teacher, must have educational degree, minimum three years of full-time classroom experience. (03)3710-1160.(1)

Positions available — Yokota East Elementary School have available positions for education aide (general); education aide (specail education) and office automation clerk (data processing); Substitute teacher, \$75.50 daily intermittent and on call and lunch monitor, \$8.25 per hour (2 hours daily). 225-5503 or 5504.(1)

Babysitter — For 18 month girl, my home preferred but not necessary and can provide transportation. 042-530-3525.(1)

Mowing — Looking for teenager to mow lawn for \$20, will provide lawnmower. 227-3503.(1)

Bicycle — For cheap on base transportation, and air conditioner 110 volts, any size. 227-4328.(1)

Bedframe — King size. 227-3985.(1)
Entertainment center — Black, at least 5’ to 6’ high with plenty shelves,fits up to 32’ TV, will pay no more than, \$100. 227-3826.(1)

Seamstress — To sew vest. 227-3585.(1)

Central Texas College Openings — Instructors for: early childhood professions, law enforcement, management, microcomputer technology, paralegal/legal assistant and developmental studies (ESL). 225-9133.(1)

Fuji Classifieds

To submit an ad, e-mail: fuji.flyer@yokota.af.mil or drop off at the 374th Airlift Wing Public Affairs Office (Bldg. 315). Advertisements must be for one-time sales only, 25 words or less and include a name and home phone number. No more than two ads per family, per week. Ads will run for one week, possibly longer space permitt. The Fuji Flyer deadline is 4:15 p.m. nine days (Wednesday) before the publication date (Friday). On weekends and holidays the deadline is the Tuesday before.ing.

FOR SALE

19” Computer monitor - Shamrock with original box 7 months old, hrdly been used. \$240 firm. 227-4280. (1)

A/C’s — Two 18,000 BTU, \$150 each or \$250 for pair, one 10,000 BTU, \$75 and one 8,000 BTU, \$50. 227-7335.(1)

Golf clubs — Ping Zing 3-SW steel shaft, new grip, \$250; Callaway 1,5 wood, \$75 each. 227-9541.(1)

Piano — Cherry Wood Yamaha, \$1000. 227-9636.(1)

Computer — Computer HP 8160, 233 MHz Intel Pentium with MMX, 128 MB, 6 GB hard drive, with 15” monitor, printer, scanner, many programs, games, cheat books, \$450 or OBO; computer ddesk, \$50; TV stand, \$25; bookcase, \$25; off base line (available end of Aug.), \$350. 0425-30-0415.(1)

Fence — Garden home painted fence, \$200 or OBO. 227-2550.(1)

Beds — Queen size waterbed, \$300; single size waterbed, \$40; metal frame bunk style with desk on the bottom, \$250; dining table, \$200. 227-5140.(1)

Pet carriers — Extra large pet carrier, 40”L x 27”W x 30”H, \$30 or will trade for large pet carrier; medium pet carrier, 28”L x 18”W x 18”H, \$20 or OBO. 227-2140.(1)

Miscellaneous — PCS sale, 17,800 BTU Whirlpool air conditioner, very quiet, cold, \$100; two burgundy carpets with best padding, \$100; available 11 Aug. 227-9785.(1)

Miscellaneous — Labtec LCS-1020 amplified 9 watt computer speaker, \$8; keyboard for dummies, voice recognition system, you talk it types, mic, softwares included, brand new, \$89 sell for, \$35; Taylor made system 29.5 driver, graphite, regular-MRH used twice, \$75; Salton, deluxe pasta maker, new, \$65. 227-3260.(1)

Golf club — Callaway Big Birtha fairway 5 wood, \$75. 227-9541.(1)

Miscellaneous — Nintendo 64 with two controllers, five games, \$100; kenwood dual mag mid-range, tweeter with cross over, \$50; kenwood KRC-287 cassette deck, removable face with CD, MD, remote, \$40; prostaff 6.0 and Donnay tennis rackets, for both, \$35; rollerblades, US 8, \$50; Sony MD player, \$65. 090-2917-2324.(1)

Bike — Ross MT. Katahdin, aluminum HI-tech 2.26, gear shift, high performance, exellent condition, \$ 250 OBO. 227-2187.(1)

PCS sale — Awning for garden home,\$160; Trampoline, \$150. 227-8476.(1)

Miscellaneous — Smart and friendly CDR-W works great, \$75 or OBO; Magic the gethering collection tempest to marcadian masques, \$275 or OBOp; brand new Neo Geo pocket color game with two games, \$85. 227-2622.(1)

Shoes — Military dress shoes, bates lites Higgloss, men’s size 11, worn twice, \$10. 225-9008.(1)

Speakers — mtx 200w tower, \$100pr; Bose 201 series, \$100pr; Denon AM/FM stereo receiver, \$100;

Compaq 4824 computer with monitor, \$500; MS of fice professional, \$200. 277-2157.(1)

Infant items — Deluxe canopy stroller with adjustable seat and storage basket, \$25; forward carrier, \$10, both items in excellent condition. 227-9737.(1)

A/C — Large whirlpool window A/C, cools entire living room, dining, kitchen area and more, \$200 or OBO; custom made tower living room drapes, \$75, available Aug. 2. 227-9217.(1)

Phone line — For \$400. 03-3321-1895.(1)

Mattress — Twin size mattress, never been used still in plastic, \$70; whirlpool dehumidifier, \$20. 227-3985.(1)

Miscellaneous — Baby walker with special features, lights, sounds, \$30; entertainment center 6’ high with plenty shelves, storage space, oakwood, fit up to 31’ TV, \$100; luggage set, \$30. 227- 3826.(1)

Speakers — Bose series IV 201 shelf speakers, \$100; Bose center channel speaker, \$75; Yamaha YST-SW160 150 watt subwoofer, \$125, all items have hardly been used. 227-4046.(1)

Playstation — With nine games, two controllers and one memory card, \$120. 227-5239.(1)

Miscellaneous — Nintendo 64, two controllers, 8 games, \$120; entertainment center, light wood, one glass door, holds CD’s, videos, \$75 or OBO. 227-4259.(1)

Miscellaneous — Japanese Sony Cordless Telephone set with answering machine, \$110 or OBO, Compaq 5050 computer, 15” monitor, Lexmark printer, 333 mttz, 8GB Hard drive and more, \$600 or OBO. 042-530-1603.(1)

Miscellaneous — Queen-size mattress, box spring and frames, like new, \$200; 5-foot entertainment center, \$150; indoor and outdoor plants and containers, \$2-\$20; drapes for 3-bedroom tower, \$50; two bookcases, \$100. 227-7520.(1)

Miscellaneous — 15” wheels, tires for a Toyota Levin; Japanese lamps; oriental design hallway carpets; floor fan; couch and many more for sale. 227-2606.(1)

Miscellaneous — Carpet, tan, like new; entertainment center, like new, \$75 each; Window air conditioner, \$100; patio awning for 4 bedroom, \$50; 4 tires, mounted on Toyota rims, fits lite Ace van. \$100. 227-9747. (1)

AUTOMOBILES

1990 Mazda — Capella, automatic, four door, power windows, locks, A/C, new tires, JCI until 2001, \$1,950 or OBO. 227-2793.(1)

1989 Toyoa Corolla— Good condition, JCI through Aug. 2000, \$400. 227-8716. (1)

1989 Silvia — JCI Sept. 2001, new road tax. cold A/C, alloy rims, automatic. needs two new tires. Oil changed July, stereo, runs great, power everything, 1.8 liter engine, clean interior, two tone beige, nice sports car. \$1,600. 227-4280.(1)

1994 Toyota chaser — power everything, Alpine stereo woth cd changer, and HKS muffler, \$5,000 OBO. If chrome rims are wanted to go along with it,

add \$800. 227-5368.(1)

1994 Mazda— silver MS8, power everything, cassette deck and 17” polished rims, great condition. All maintenance performed be Mazda dealer. 227-5368.(1)

1989 Mazda Familia — 4DR, JCI Nov. 2001, gray, five speed, AM/FM, cassette player,A/C, \$1,200 OBO, low gas mileage. 227-5037.(1)

1988 White Toyota Vista —JCI until April 2001. Asking \$600. 227-9735.(1)

1990 Honda Integra ZX —JCI Feb. 2001, burgundy, automatic, 4 wheel drive, sunroof, power everything, detachable cd player, asking \$2,200. 225-8502.(1)

1991 Mitsubishi Diamante — Power windows, locks, seats, and steering. Cruise control and tilt wheel. Tape deck and cd player, tinted windows, Clean and in excellent condition. JCI until Nov. 2001, asking for \$1,500. 227-5441.

1988 Toyota Sprinter —Four door, automatic, power locks, windows, mirrors, AM/FM, cassette, A/C, runs great, JCI until Oct. 2001 \$900 OBO. 227-3051(1)

1991 Ford Laser — \$2,000 OBO, cd player, only 28,000 km, JCI until Nov. 2000, call 227-3326.(1)

1989 Navy Blue —Fleetwood Cadillac with American specification, Navy leather interior, Fully loaded, power everything, new brakes, new alternator, 10 cd, disc changer, ABS brakes, 52,000 miles, JCI Oct. 2000, \$6,000 OBO. 225-7290.(1)

1990 Toyota Corolla — Gray, automatic, great condition, JCI Jul. 2001, cold A/C, cassette, 65K km, includes 4 snow tires on rims. \$1,700. 227-9747.

1991 Nissan — Red NX, five speed, CD player, tinted windows, power everthing, runs great, \$1,300 without JCI, \$1,800 with JCI. 227-9735.(1)

1990 Toyota — Carina, white, excellent condition, new tires, frequent oil changes, automatic, A/C, AM/FM cassette, power everything, \$1,200 or OBO. 227-9313.(1)

1989 Toyota — Corolla, good condition, \$400. 227-8716.(1)

1985 Nissan — Sunny, JCI until Dec. 2001, \$700 or OBO. 227-7335.(1)

1986 Toyota — Lite ace van, JCI Jan. 2002, \$1,200 or OBO. 227-7335.(1)

1994 Motorcycle — Honda magna 750, red, excellent condition, lots of chrome 5900 kilometers, new tires, new suspension, helmet, vest, \$3,200. 227-4911.(1)

1993 Toyota — Ceres, must sell, JCI until Jul. 2002, red, automatic, new brakes, excellent condition, \$3,600 or OBO. 227-5654.(1)

1989 Mitsubishi Pajero — Must sell, JCI jul 2002, gray, 5 speed, intercooler turbo, new brakes, excellent condition, asking \$3,200. 225-2336 or 227-5654. (1)

1993 Camry — Super reliable car, four door, automatic, lots of guides, maps for exploring for Japan, \$2,950. 227-9217.(1)

1988 Toyota — Corona hatchback, sporty, very practical, highly, reliable, five door, automatic, huge trunk, dark blue, power roof, insured through Oct. 2001, \$1,200. 227-9217.(1)

1998 Motorcycle — Honda RVF400R, V-4 engine, 2,000k, original owner, like new, just renewed JCI, cover, lock and helmet included, asking \$4,200. 227-2324.(1)

1995 Motorcycle — Kawasaki Ninja 250R, U.S. specs, black 3,000 miles, JCI until Aug. 2001, like new, \$1,500 firm. 227-9602.(1)

1991 Toyota Carina — Well maintianed, reliable car with only 50,000 km, cold A/C, AM-FM stereo cassette, power windows, available Aug. 12, \$2,100. 227-7520.(1)

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“There are only two options regarding commitment. You are either IN or OUT, There’s no such thing as life in between”

— Pat Riley
NBA coach



League Basketball

The following are Summer Basketball league scores:

— Joint Ballers bite the Dawgs in a little role reversal, 47-34

— Posse was horse whipped by No Limit 2K, 52-37

— Blazers burn-up the court with the unknown X-Factors, 53-37

— Dawgs are bitten a second time by No Limit 2K, 63-50

— Blazers scorch Posse’s prairie ,43-38

— X-Factors pull out the secret element and put it to the Joint Ballers, 48-44

— Posse rides off with a victory over the Joint Ballers, 50-28

— Thrice bitten Dawgs go to vet clinic after the X-Factors’ secret element unveiled, 59-43

— and Blazers pull the brake on No Limit 2K, 44-33.

Softball playoffs

The following are scores reported from intramural softball.

CPTS 16 — Comm-A 6

AES/MDG 15 — USFJ 3

CES-A 8 — SUPS 7

AMSS-A 4 — 36 AS 14

Comptrollers collect from CES-A account

Comptrollers completed debt collection from the 374th Civil Engineer Squadron’s A-team at Wilkins Field Monday night after a 1 point win over CES-A, final score — 17 to 16 and the 374th Comptroller Squadron went home with the base championship trophy for intramural softball.

Goodie Mob bounced off court by YAS

The Yokota All-Stars toppled the famous rap group Goodie Mob Sunday in a regulation time game — final score, 88 to 86. Seems the YAS can give the crowd what they are looking for as well.

ON THE BENCH

Body building

Body building competitors can register for the 2000 Friendship Festival competition until Aug. 7 by calling the Main Fitness Center at 225-8889.

Change of schedule

The golf tournament scheduled for Aug. 12 has now been changed to Aug. 19. For more information, call 224-3424 or e-mail joe.james@yokota.af.mil.

Five-on-five tourney

The Boys and Girls Club of Yokota will host a 5-on-5 basketball tournament Aug. 26 for kids ages 11 to 15. Interested teams can sign up at the Youth Center. For more information, call 225-7441.

Volleyball meeting

A high school volleyball officials meeting will be held at 2 p.m. Aug. 14 at the Yujo Community Center. For more information, call Jeffery Haak at 225-2050.

Fun Run

There will be a Flightline Fun Run Aug. 13, 8 a.m. at Wilkins Park. The run will take place on the second day of the Friendship Festival.

Autograph session

The Main Fitness Center will host an autograph session with professional body builder Dennis James Aug. 11 from 11 a.m. to 1 p.m.

Reaching for the sky ...

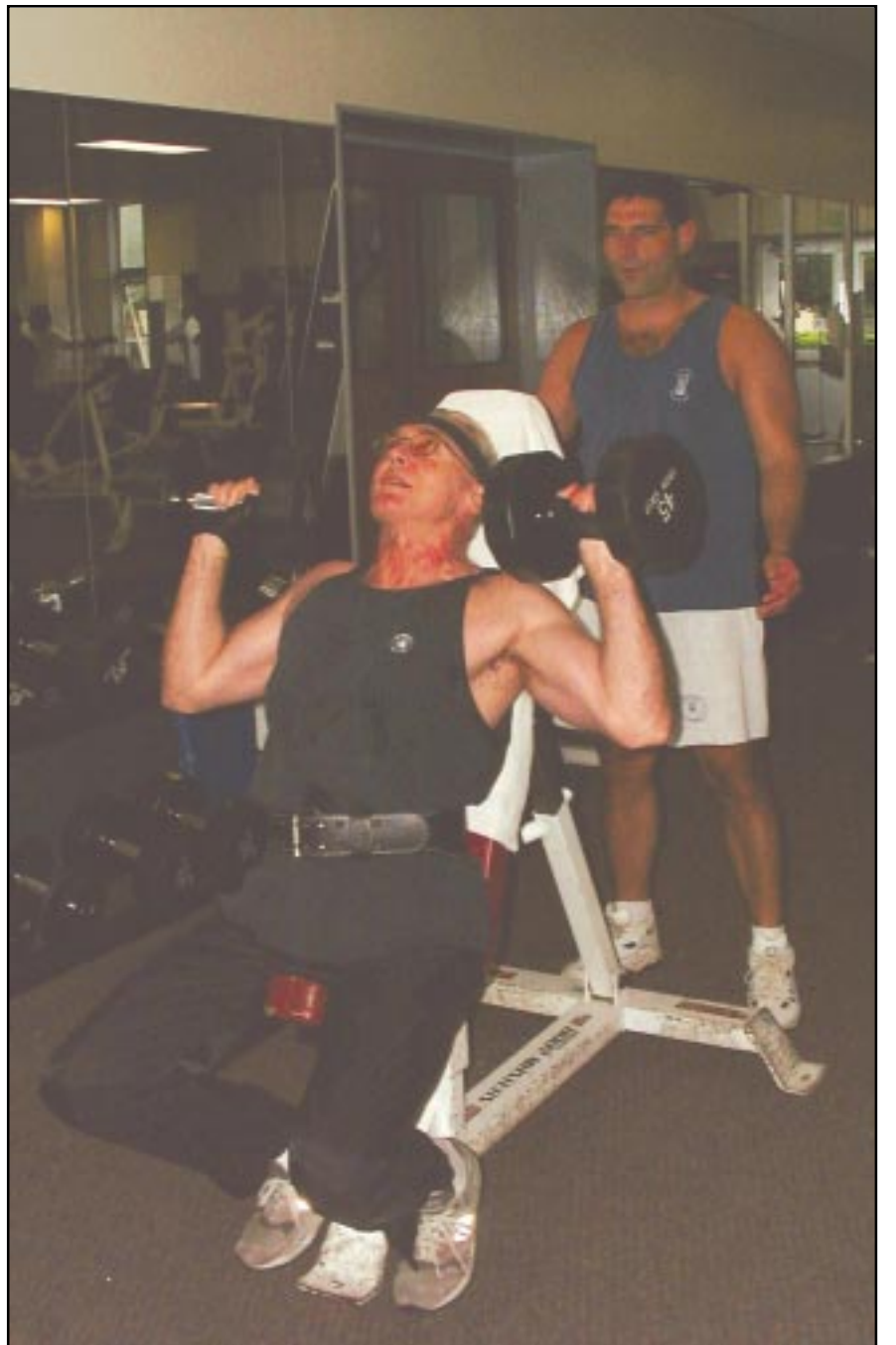


Photo by Staff Sgt. Jeff Loftin

Gary Hansen works on his shoulders during a workout at the base gym while Stephen Clutter spots him. The gym offers a modern, fully-equipped weight room to keep patrons in shape during rainy weather.

Advertisement